

**SECTION II**  
**NAVIGATION PUBLICATIONS**

**NM 3/00**

**SAILING DIRECTIONS CORRECTIONS**

**PUB 120                    1 Ed 1997**

**LAST NM 52/99**

Page 115—Line 31/L; read:  
consisting of 100 centavos.

**Firing Areas**

South of Isla de Guadalupe.

- a. 28°46'N, 118°22'W.
- b. 28°46'N, 118°12'W.
- c. 28°40'N, 118°12'W.
- d. 28°40'N, 118°22'W.

Northeast of Guaymas.

- a. 28°10.0'N, 111°48.5'W.
- b. 28°16.0'N, 111°39.0'W.
- c. 28°08.0'N, 111°32.0'W.
- d. 28°02.0'N, 111°42.0'W.

South of Isla Maria Cleofas.

- a. 21°04'N, 106°09'W.
- b. 21°14'N, 106°09'W.
- c. 21°14'N, 106°23'W.
- d. 21°04'N, 106°23'W.

Southeast of Puerto Arista.

- a. 15°46.2'N, 93°40.0'W.
  - b. 15°40.2'N, 93°32.0'W.
  - c. 15°35.5'N, 93°35.7'W.
  - d. 15°41.5'N, 93°43.5'W.
- (Mex NM 8/99)

3/00

Page 115—Line 3/L; insert after:

**Firing Areas**  
(NIMA)

**115**  
3/00

**PUB 140                    1 Ed 1997**

**LAST NM 1/00**

Page 21—Lines 4 to 7/R; read:

It may be obtained from the St. Lawrence Seaway Management Corporation, 202 Pitt Street, Cornwall, Ontario, K6J 3P7, Canada; telephone: (613) 932-5170 (extension 3626); fax: (613) 932-7268; e-mail: marketing@seaway.ca; web address: http://www.seaway.ca/.  
(PUBS 018/99)

3/00

Page 119—Line 3/L; insert after:

**Firing Areas**  
(NIMA)

**119**  
3/00

Page 119—Line 23/L; insert after:

**Firing Areas**

North of Punta Jerez.

- a. 23°30.0'N, 97°42.5'W.
- b. 23°30.0'N, 97°32.5'W.
- c. 23°00.0'N, 97°32.5'W.
- d. 23°00.0'N, 97°42.5'W.

Vicinity of Roca Portida and Punta Zapotitlan.

- a. 18°52.3'N, 95°05.8'W.
- b. 18°40.2'N, 95°42.5'W.
- c. 18°32.2'N, 95°47.5'W.
- d. 18°42.2'N, 95°10.0'W.

North of Cayo Arenas.

- a. 22°20.0'N, 91°34.5'W.
- b. 22°20.0'N, 91°16.0'W.
- c. 22°10.0'N, 91°16.0'W.
- d. 22°10.0'N, 91°34.0'W.

(Mex NM 8/99)

3/00

**PUB 141                    6 Ed 1996**

**LAST NM 2/00**

Page 14—Line 19/L; read:

and a dredged depth alongside (1998) of 8.5m.

(BA NM 13/99)

3/00

**PUB 161                    7 Ed 1998**

**LAST NM 51/99**

Page 33—Lines 45 to 46/L; read:

8. Kwai Chung Container Terminals

**Kwai Chung Marine Traffic Control Station (KCCS)** is a sub-station of the Vessel Traffic Center. The KCCS monitors, regulates, and coordinates all marine traffic within the Kwai Chung Basin. The basin area consists of waters bounded on the N by the Tsing Yi Bridge, on the S by a line joining the SW tip of Stonecutters Island to the SE tip of Tsing Yi Island, and on the E and W by the shoreline.

When a vessel is to the W of Kwai Chung Container Terminal No. 8 it is required to contact "Kwai Chung Control" on VHF channel 74, which is monitored 24 hours a day.

While any vessel is in the KCCS service area, VTS-participating vessels or vessels engaged in special operations are required to: maintain continuous listening watch on VHF channel 74; and report to KCCS on VHF channel 74 before getting underway, leaving their berth, when berthed or no longer underway, and when entering or leaving the KCCS service area.

Vessels not transiting the KCCS should avoid passing close to its boundaries. Local craft and river trade vessels of less than 300 grt are not required to report to the VTC or KCCS however, while navigating in the KCCS service area, should as far as practicable keep a listening watch on VHF channel 74, give consideration to the safe navigation of other vessels, and not impede the safe navigation of deep draft vessels underway in the Kwai Chung Basin. Anchoring

**PUB 161 (Continued)**

(except in emergency) and fishing are prohibited in the KCCS service area.

For the purpose of directing traffic, small leading vessels in particular, a patrol launch is stationed in the KCCS service area. In inclement weather the patrol launch may be suspended.

(BA NM 47/99) 3/00

**PUB 191 8 Ed 1996 LAST NM 1/00**

Page 127—Lines 34 to 39/L; strike out:

(BA NP 28) 3/00

Page 127—Lines 44 to 48/L; read:

1 mile seaward of Southern Breakwater. See Regulations (Dover) for reporting procedures concerning vessels passing Dover Harbour.

(BA NP 286 Vol. 6) 3/00

Page 127—Lines 26 to 50/R; read:

ground and a shoal, with a least depth of 8.8m, lying on the W side of the channel. Another foul shoal area, with a least depth of 1.2m, lies on the E side of the entrance. It extends NNW from close to the W head of Southern Breakwater and is marked by a lighted buoy. The E entrance is 204m wide.

Both entrance channels are maintained with depths in excess of 10m. Vessels up to 300m in length and 9m draft can enter the port.

Outer Harbour, within which lies the anchorage, forms the central part of the port. The fairway, with a least depth of 6.4m, is the area lying between the S limit of the anchorage area and the N side of Southern Breakwater.

Eastern Docks are situated N of the E entrance and include a ferry terminal and a cargo terminal. The ferry terminal has six ro-ro berths, numbered 2 through 7, situated along five piers, designated A through E. The berths can handle ferries up to 200m in length and have depths up to 8.6m alongside. Five of the berths are double-decked, loading vehicles on two levels simultaneously.

The cargo terminal, South Jetty, has 220m of quayage with a depth of 8.5m alongside. It can handle vessels up to 190m in length.

Eastern Arm has one ro-ro berth and 480m of quayage. It has depths up to 10m alongside and can handle vessels up to 300m in length.

The Western Docks lie close NNW of the W entrance. Inner Harbour, the outer basin, lies between the Prince of Wales Pier and the E side of Admiralty Pier.

Admiralty Pier and its extension provide 1,100m of quayage. The former jetfoil terminal, protected by a breakwater, is situated near the root.

A train ferry berth, 290m long, is located near the seaward end and has depths up to 8.5m alongside. This berth has a double-deck span, loading rail freight on the lower section and ro-ro vehicles on the upper section. A cruise terminal lies close N of the train ferry berth. It has 360m of berthage with a depth of 10.5m alongside.

The Prince of Wales Pier provides 400m of quayage on its E side with depths up to 6.5m alongside. However, vessels may only berth alongside by special arrangement.

A catamaran (Seacat) terminal lies at the root of the W side of Prince of Wales Pier.

A hovercraft terminal lies close W of the catamaran terminal, at the N end of Inner Harbour.

Tidal Harbour, which partially dries, is entered through a channel dredged to a depth of 5m. It is mainly used by yachts.

Granville Docks, a wet basin, has an entrance 19.8m wide with a depth over the sill of 6.4m at MHWS. The basin has depths of 6.4m at MHWS and 5.2m at MHWN. It provides 560m of berthage and can be used by vessels up to 125m in length.

Wellington Dock, entered from the N side of the Tidal Harbour, is used as a yacht marina. The entrance is 21.3m wide and has a depth of 4.6m over the sill at MHWS. The dock has depths of 4.6m at MHWS and 3.4m at MHWN.

**Aspect**

Dover Castle, standing on the top of the cliffs, is conspicuous along with a church tower located close SE of it. A clock tower, situated 0.8 mile N of the castle, and three radio masts, standing about 0.8 mile NE of the castle, are all prominent. A chimney situated 1.2 miles WSW of the castle also forms a good landmark from seaward.

A light is shown from a prominent tower, 22m high, standing on the head of Admiralty Pier. Another light is shown from a prominent tower, 21m high, standing on the W end of Southern Breakwater. A light is also shown from a prominent tower, 16m high, standing on the knuckle of Southern Breakwater.

**Pilotage**

Deep-sea pilots for the English Channel, North Sea, and the Baltic Sea may be ordered from Dover. Vessels should send a request at least 48 and 24 hours prior to arrival at the boarding place. Pilots will board at Brixham and Cherbourg (by launch or helicopter), Penzance, Fishguard, Pentland Firth, Dover (by launch only), or any port in NW Europe.

Pilotage in Dover Harbour is compulsory for vessels 80m or more in length, fishing vessels 47.5m or more in length, and vessels 20m or more in length which are restricted in their maneuverability or carrying dangerous substances in bulk.

The pilotage area includes the waters extending up to 1 mile seaward of the breakwaters.

All inbound vessels should send an ETA 6 hours and 2 hours in advance, requesting instructions. Vessels requiring pilotage should send a request and ETA 2 hours in advance stating their grt and maximum draft. The Dover Harbour Control may be contacted by VHF on channels 16, 12, and 74.

Pilots can be contacted by VHF and board 3 miles E of the E entrance.

All vessels should maintain a continuous listening watch on VHF channel 74 until berthed.

## PUB 191 (Continued)

**Regulations**

**Traffic Control.**—All vessels passing the harbor and the area within 1 mile to seaward of the breakwaters should contact Dover Port Control on VHF channel 74 and report their ETA at a range of 3 miles from the port. Such vessels should then monitor the frequency for movement broadcasts.

Permission must be obtained from Dover Port Control before vessels enter or leave by the E or W entrances, even though the respective traffic signals are shown in their favor.

Vessels must not enter or maneuver within the restricted area, the limits of which are shown on the chart, lying in the vicinity of Eastern Docks without specific permission from Dover Port Control.

**Signals**

International Port Traffic Signals for regulating traffic entering and leaving the Outer Harbour are displayed by day and night from the head of Admiralty Pier Extension, for the W entrance, and from the Port Control Signal Station, for the E entrance.

Movement is allowed one-way only at each entrance. In all cases when a signal allows a vessel to proceed in one direction, a signal prohibiting movement is shown in the opposite direction.

The Port Control Signal Station is situated near the head of Eastern Arm.

Light signals may be used by the Port Control and vessels not equipped with VHF. A signal of Morse SV indicates “I wish to enter the port” and Morse SW means “I wish to leave port.”

(BA NP 286 Vol. 6; NIMA) 3/00

Page 128—Lines 1/L to 28/R; strike out.  
(NIMA) 3/00

Page 128—Lines 46 to 49/R; read:  
smooth water may be found in the lee of Eastern Arm.

Vessels must not anchor outside of the designated area in Outer Harbour.

Several foul areas lie in the approaches to the harbor and anchoring outside is not recommended.

**Caution**

A prohibited area, with a radius of 50m, lies close NE of the head of Eastern Arm and contains a current meter.

Depths within the harbor are liable to change and the Port Control should be contacted for the latest information. Silting often occurs in the central part of Outer Harbour.

(BA NP 28) 3/00

**COAST PILOT CORRECTIONS**

**COAST PILOT 6      29 Ed 1999      Change No. 11  
LAST NM 51/99**

Page 39—Paragraph 280, line 3; read:  
Isle on U.S. side of the International Boundary line within the ....  
(CL 1073/98; FR 6/30/98) 3/00

Page 44—Paragraph 499, line 1; read:  
(a) The draw of the automated Burlington Northern Santa Fe railroad ...  
(CL 1073/98; FR 6/30/98) 3/00

Page 54—Paragraph 879, line 5; read:  
defined in 46 U.S.C. 2101 on any structure on or in the navigable ...  
(CL 1073/98; FR 6/30/98) 3/00

Page 72—Paragraph 1564, line 6; read:  
Equipment.—Each receiver installed must be labeled with the ...  
(CL 1073/98; FR 6/30/98) 3/00

Page 146—Paragraph 37, lines 5 to 7; read:  
bearing of about 026° from Sandusky Harbor Breakwater Light to Southeast Shoal Light; and within a radius of 1 mile E of Sandusky Harbor Breakwater Light. Registered vessels of the United States and ...  
(CL 387/99; 18/99 CG9; LL/99) 3/00

Page 179—Paragraph 522, line 1; read:  
**Sandusky Harbor Breakwater Light** (41°30.0'N., 82°40.5'W.), ...  
(CL 387/99; 18/99 CG9; LL/99) 3/00

Page 180—Paragraph 551, line 7; read:  
Marblehead and 1.7 to 2.7 miles N of Sandusky Harbor Breakwater Light.  
(CL 387/99; 18/99 CG9; LL/99) 3/00

Page 181—Paragraph 566, line 5 to Paragraph 567; read:  
of the piers to 18 feet about 3.3 miles from shore. A lighted relay tower in the city near the inner end of the entrance channel is prominent.  
(CL 1703/99) 3/00

Page 275—Table, item 5; strike out.  
(CL 1491/99) 3/00

**COAST PILOT 6 (Continued)**

Page 275—Table, item 7; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
7	ConRail bridge	Railroad	1.34			138		23	Vertical lift. Permanently open. Clearance up 120 feet. Note 3.

(CL 1495/99)

3/00

Page 275—Table, item 8; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
8	ConRail bridge	Railroad	1.36			138		23	Vertical lift. Clearance up 120 feet. Notes 3 and 4.

(CL 1333/99)

3/00

Page 276—Note 4; read:

Note 4.—Mariners requiring the opening of the ConRail bridge at mile 1.36 over Calumet River are requested to con-

tact the bridgetender at least 30 minutes prior to their intended time of passage through the draw.

(CL 1333/99)

3/00

Page 301—Table, item 3; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
3	Broadway St. bridge	Highway	0.79			100		14	Bascul. Note 1.

(CL 1408/99; CL 762/81)

3/00

Page 301—Table, item 27; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
27	Twenty-fifth St. bridge	Highway	2.8	65	70				Fixed. Note 3.

(CL 1408/99; CL 762/81)

3/00

Page 302—Table, Note 3; read:

Note 3.—Vertical clearance is 16 feet at the N edge of the channel decreasing to 10 feet at the S edge.

(CL 1408/99; CL 762/81)

3/00

Page 302—Table, Note 4; strike out.

(CL 1408/99; CL 762/81)

3/00

Page 321—Table, item 33; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
33	Menasha-Tayco St. bridge	Highway	37.52			63	3		Bascul. Note 3.

(CL 199/99)

3/00

**COAST PILOT 6 (Continued)**

Page 371—Paragraph 40; read:

**Small-craft facilities.**—A 50-ton marine railway, which can handle 50-foot craft for hull and engine repairs, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, and mooring buoys are available at the marinas in Port Henry.

(CL 183/99)

3/00

Page 371—Table, item 5; strike out.

(CL 749/99)

3/00